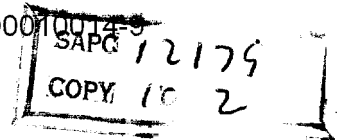


Fig 21
submitted by [redacted]
on 1/8/57. Return to
contract - STCC

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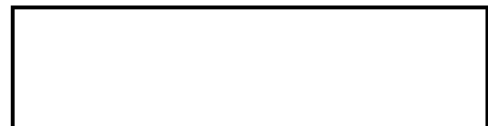
7 January 1957

Dear George:

We are still working on getting General Holtoner checked out and, because of the incident before Christmas, I am going to ask him to do a little more than fly for his amusement. I am going to ask him to give me a written report on the aircraft - much as [redacted] 25X1 did in October 1955. This may even entail an additional pilot since it is very difficult to get generals to write their own reports. We plan to use one of the fog airplanes which has not been turned over to Lt. Colonel Nole. I set the flight date for 15 January and I plan to be present. I gave the date, my name, and Holtoner's to [redacted] 25X1 at your place for clearance. [redacted] gave me no difficulty; however, in arranging with Kelly he said Mr. B. had told him there was no need for General Holtoner's flight since the airplanes will not go to Edwards. I trust this was a casual remark and not a directive, but Kelly insisted I recheck. Regardless of where the three research airplanes are flown, we still expect Holtoner's pilots to fly them, and even barring that I want Holtoner's evaluation.

You may guess my sudden desire for Holtoner's evaluation comes from the circumstances of the last accident, and our cumulative poor safety record. I am aware of the nature of the development, but I am a little worried about our having put too much faith in the work of contractor's pilots and your training group pilots. This becomes most evident when the last accident caused a reversal of the decision on the high Mach warning or recovery device which General Boyd recommended a year and a half ago. I think a re-examination by a professional Air Force test pilot is in order; we are not planning to remake the airplane, but we may catch something that is ready to cause trouble.

25X1



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